

ACHS SUMMARY FORM

M: 35-31
(date entered 5-4-80)

1. Name: Cabin John Right-of-Way (Brookmont Trolley Row)
2. Planning Area/Site Number: 35/31 3. M-NCPPC Atlas Reference: Map 20
L-18
4. Address: vicinity of MacArthur Blvd., Washington, D.C. & Bethesda, Md.
5. Classification Summary

Category <u>structure/site/object</u>	Previous Survey Recording <u>M-NCPPC</u>
Ownership <u>private</u>	Title and Date: <u>1976 Inventory of</u>
Public Acquisition <u>N/A</u>	<u>Historical Sites</u>
Status <u>unoccupied</u>	
Accessible <u>yes: restricted</u>	Federal <u> </u> State <u>x</u> County <u>x</u> Local <u> </u>
Present use <u>other: unused</u>	
6. Date: 1896 7. Original Owner: West Washington and Great Falls Electric Railway Company
8. Apparent Condition deteriorated/
 - a. ruins
 - b. altered
 - c. original site
9. Description: The Cabin John Right-of-Way is the unused street car ROW of the old Washington Railway and Electric Company's electric street railway to Cabin John, Md. It is 30' wide and is a total of c. 12 miles long, running from Georgetown to Cabin John. The Md. portion of the ROW begins at the D.C./Maryland line, is approximately 3 miles long, terminating at the Cabin John Bridge, and is presently crossed at several points by the George Washington Memorial Parkway. There is a turnaround at the northern terminus of the ROW at Cabin John Bridge. As is the case with the whole ROW, the tracks and many of the ties have been removed, but the old road bed can be seen very distinctly, especially in the winter and early spring. This turnaround area is now part of the C&O Canal Park. The ROW, with its functioning electrical line, is a very visible and distinctive feature of the MacArthur Boulevard landscape.
10. Significance: For over 60 years the Cabin John street railway was an important part of the transportation network of D.C. and the Md. suburbs, from its beginnings in 1896 to its final days in the 1960s. It carried commuters living in the D.C.'s Potomac Palisades, and such Md. residential developments as Glen Echo, Idlewood, Brookmont, Fairway Hills, Bannockburn, Cabin John and Cabin John Gardens to and from work in downtown Washington. It also served importantly in enabling city residents to make short outings or day trips to centers of recreation located along the Potomac, such as the National Chautauqua and the Glen Echo Amusement Park, which, combined, operated for about 70 years; Bobbingers' Cabin John Resort Hotel; and the Bannockburn Golf Course, established in the mid-1890s. The street railway also improved the lives of rural dwellers by enabling them to travel to the city when other roads were impassably muddy or dusty. Such street railways also provided delivery of mail, milk and other farm products, besides transporting bldg. materials and small pieces of equipment. The Washington & Great Falls Electric Railway Company was organized in 1892 to construct and operate an electric railway from the D.C. to Cabin John Creek. The Md. section of the route was constructed by the West Washington & Great Falls Electric Railway Co., which was formed in 1895.
11. Researcher and date researched: Frances Jones-7/79
12. Compiler: Gail Rothrock 13. Date Compiled: 10/79 14. Designation Approval
15. Acreage: c. 12 acres

(see survey file for map plat maps of route)

MARYLAND HISTORICAL TRUST

M: 35/31

MAGI #

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Cabin John Right-of-Way

AND/OR COMMON

Cabin John Trolley Row (Brookmont Trolley ROW)

2 LOCATION

STREET & NUMBER

vic. MacArthur Blvd., Washington D.C. and Bethesda, Md.

CITY, TOWN

Washington, D.C. & Bethesda

VICINITY OF

CONGRESSIONAL DISTRICT

8

STATE

District of Columbia & Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☒ SITE☒ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☒ OTHER: Unused**4 OWNER OF PROPERTY**

NAME

Cabin John Realty c/o O. Roy Chalk

Telephone #: 202-965-9700

STREET & NUMBER

3600 M Street, N.W.

CITY, TOWN

Washington, D.C.

VICINITY OF

STATE, zip code

20036

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

Liber #: 4032

Folio #: 887

STREET & NUMBER

CITY, TOWN

Rockville

STATE

Md. 20850

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

M-NCPPC Inventory of Historical Sites

DATE

1976

☐ FEDERAL ☒ STATE ☒ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Park Historian's Office

CITY, TOWN

Rockville

STATE

Maryland 20855

7 DESCRIPTION

M:35-31

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Cabin John Right-of-Way is the unused street car right-of-way of the old Washington Railway and Electric Company's electric street railway to Cabin John, Md. It is 30 feet wide (built for double tracks) and is a total of approximately 12 miles long, running from a point near 39th St. and Prospect Ave. in Georgetown to Cabin John in Maryland. The District of Columbia portion of the right-of-way is approximately 9 miles long, from its beginning in Georgetown near the site of a demolished car barn overlooking the Potomac just north of Key Bridge, to the D.C./Maryland line. (This section of the right-of-way is not continuous, as parts have been sold--namely for Dalecarlia Reservoir and for residential use.) The Maryland portion of the right-of-way begins at the D.C./Maryland line, is approximately 3 miles long, terminating at the Cabin John Bridge, and is presently crossed at several points by the George Washington Memorial Parkway.

The right-of-way, in addition to consisting of a presently rail-less street railway bed, has along its route a number of bridges, and in some cases only the bridge abutments. (See accompanying table.) Though many of these structures can be seen from MacArthur Boulevard and other roads, the bridges are not accessible to the public, and they appear to be in poor condition.

There is a turnaround at the northern terminus of the right-of-way at Cabin John Bridge. As is the case with the whole right-of-way, the tracks and many of the ties have been removed, but the old road bed can be seen very distinctly, especially in the winter and early spring. This turnaround area is now part of the C & O Canal National Historical Park.

A functioning electrical line runs the length of the right-of-way.

The right-of-way, because it is relatively uninterrupted and still intact, and because its route intermittently parallels MacArthur Boulevard, is a very visible and distinctive feature of the MacArthur Boulevard landscape, both in the District and in Maryland. The right-of-way consists of a rather deep cleft or trench in some places along the way; elsewhere it runs along a level course. In interviews with persons who rode this streetcar to and from Glen Echo, this researcher was impressed by the frequency of comments about the real excitement of the ride, perhaps in an open car, as the train zipped along through a tunnel of greenery, allowing the rider occasional glimpses of the river below.

The right-of-way can probably best be seen where it passes through residential areas, particularly along the Palisades in the District of Columbia and in Brookmont, where it appears that residents along the corridor are maintaining the strip by cutting the grass and planting shrubs and flowers.

During the years since the rail service was discontinued and the tracks were removed, there have been several attempts to preserve and re-use the right-of-way. According to Ray Russell of METRO, the owner of the right-of-way, O. Roy Chalk, had hopes of there being established along this corridor a light rail system; and he attempted to keep the right-of-way intact for that purpose, but the Federal Government reduced that possibility by taking parts of the right-of-way for Dalecarlia Reservoir facilities and for construction of the George Washington Memorial Parkway.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

1896

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

For over 60 years the Cabin John street railway was an important part of the transportation network of the District of Columbia and the Maryland suburbs, from its beginnings in 1896 to its final days in the 1960s. It carried commuters living in the District of Columbia's Potomac Palisades, and such Maryland residential developments as Glen Echo, Idlewood, Brookmont, Fairway Hills, Bannockburn, Cabin John and Cabin John Gardens to and from work in downtown Washington. It also served importantly in enabling city residents to make short outings or day trips to centers of recreation located along the Potomac, such as the National Chautauqua and the Glen Echo Amusement Park, which, combined, operated for about 70 years; Bobbingers' Cabin John Resort Hotel; and the Bannockburn Golf Course, established in the mid-1890s. The Cabin John Line helped open up the suburbs by providing cheap and dependable transportation to the less affluent who wished to live in the suburbs. It enabled city dwellers to escape the summer's heat by taking a refreshing ride out to a resort or amusement park, or simply out to the river to swim and picnic. The street railway also improved the lives of rural dwellers by enabling them to travel to the city when other roads were impassably muddy or dusty. Such street railways also provided delivery of mail, milk and other farm products, besides transporting building materials and small pieces of equipment.

In the early days of the street railroad, the production of electricity was a sideline of the railway company's need to generate electricity to power the street cars. The revenues from the sales of electricity generated for household and other use actually helped the street railways survive when increased automobile usage in the 1920s and 1930s caused ridership to decline. Electric utility systems were outgrowths of the street railway companies' efforts to survive by consolidating. Some lines, however, managed to survive the onslaught of the automobile, and while many other lines closed, the Cabin John route was very popular well into the 1950s.

The Washington & Great Falls Electric Railway Company was organized in 1892 to construct and operate an electric railway from the District of Columbia to Cabin John Creek. The Maryland section of the route was constructed by the West Washington & Great Falls Electric Railway Co., which was formed in 1895. According to its charter, the West Washington & Great Falls Electric Railway Co. was authorized to construct and operate an electric railway "along the south side of the Conduit Road in (Montgomery County, Maryland), with one terminus at the boundary line between the District of Columbia and said Montgomery County, at a point to connect with and form a continuous line with the Washington & Great Falls Electric Railway Company, . . . running from the City of Washington, in the District of Columbia aforesaid to said point, and the other terminus thereof at or near the Great Falls of the Potomac. . . ."

(continued on Attachment Sheet A)

CONTINUE ON SEPARATE SHEET IF NECESSARY

STATEMENT OF SIGNIFICANCE (continued)

On 1 July 1896, these two companies, the West Washington & Great Falls and the Washington & Great Falls, consolidated, probably at the completion of the Maryland section from the D.C. boundary to the south end of the Cabin John Bridge. In 1899 or 1900 the line was double-tracked.

In 1900 or 1902, the Washington & Great Falls Electric Railway Company acquired control of other companies and its name was changed to the Washington Railway & Electric Company.

The man behind the Washington & Great Falls Electric Railway Co. who built the Cabin John Line from the District of Columbia to Cabin John was Stilson Hutchins, a wealthy and influential Washingtonian who in 1877 founded the Washington Post. An entrepreneur and real estate developer in addition to being a very energetic and capable newspaperman, Hutchins developed the Palisades of the Potomac, a residential subdivision running along both sides of MacArthur Boulevard (formerly Conduit Road) from 44th St. to the Md.-D.C. line. Among other accomplishments, Hutchins was instrumental in having downtown Washington electrically lighted. In 1885 he wrote a promotional history of Washington, The National Capital, Past and Present; served 1 term in the New Hampshire State Legislature; had a building erected in his name; and donated to Washington two important public sculptures, statues of Benjamin Franklin and Daniel Webster. Hutchins, whose high living style was the envy of Washingtonians, had a spacious summer house above the Palisades which was located where the Dalecarlia Reservoir is now. Hutchins owned the land comprising the present subdivision of Brookmont, which at the time of the construction of the street railway in 1886 was probably only a cornfield. In the late 19th and early 20th centuries, it was not unusual for real estate developers to promote and finance street railways, because the existence of cheap and reliable transportation greatly aided the sales of land for residences.

In 1895, Stilson Hutchins resigned as president of the Washington & Great Falls Electric Railway Company but retained or acquired controlling interest in the corporation. Jacob P. Clark was elected president and Lee Hutchins,* Stilson's son, was elected secretary and treasurer. The next year Lee Hutchins was also elected a director. A Mr. Stier was the general engineer of the Washington & Great Falls Electric Railway Co. from May 1894 to August 1898. Hutchins rescued the financially troubled Glen Echo Railway Co., owned by Edward and Edwin Baltzley, whose efforts to establish a Chautauquain Glen Echo were foundering. Hutchins paid the Baltzley Brothers about \$31,000 for the right of way through their property, thus enabling the completion of the Washington & Great Falls Electric Railway Co.'s line to the southern end of the Cabin John Bridge. The Baltzleys eventually sold out to the Railway Co.

* Lee Hutchins, was a somewhat shady businessman. Much of the corporate history related here is extracted from records pertaining to a lawsuit which resulted in 1915 after Lee Hutchins, who had inherited from his father the Brookmont property through which the street railway went, tried unsuccessfully to recover ownership of the Brookmont right-of-way and eject the Washington Railway & Electric Co. from the land by claiming that his father had never actually deeded the right-of-way to the company that constructed the line. Source: Equity 3204, Washington Railway & Electric Co. v. Lee Hutchins. Bill for Injunction & Relief. In Montgomery County Courthouse, Rockville, Md.

STATEMENT OF SIGNIFICANCE (continued)

In 1899, Stilson Hutchins sold his controlling interest (865 shares) in the company, retaining 35 shares, for \$470,000 to Frederick C. Stevens and Oscar C. Crosby.

In 1911 the Washington Railway & Electric Co. bought the National Chautauqua from the Chautauqua Association and hired Leonard P. Schloss to build an amusement park. Schloss was the general manager of the Glen Echo Amusement Park until 1948. He installed the carousel in 1922, the roller coaster in 1926, and the swimming pool in 1931. The Spanish Ballroom was erected in 1933.

It was a "theme" park in a sense, with electricity and the electric street railway being the central theme: "... rides were operated by obsolete street car controllers, and in some cases tickets were 'rung up' on a rather familiar fare register."¹

In 1933 Capital Traction acquired the Washington Railway and Electric Company and operated the Cabin John Street Railway line until 1960 when the line was abandoned. The cars and equipment were sold and the rails removed. The right of way remained intact until the mid-1960s when a section was sold to the U.S. Army Corps of Engineers for use at the Dalecarlia Water Treatment facility and other parts were sold for construction in the late 1960s of the George Washington Memorial Parkway.

¹Leroy O. King, One Hundred Years of Capital Traction; the Story of Streetcars in the Nation's Capital.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Attachment Sheet C

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATAACREAGE OF NOMINATED PROPERTY c 12 acres**VERBAL BOUNDARY DESCRIPTION**

Right-of-way is 30' wide and runs from vic. 39th St. & Prospect Ave., Washington, D.C., to the Cabin John Bridge approximately between and parallel to the Potomac River and MacArthur Blvd. Interrupted at some points along the way, namely at Dalecarlia Reservoir in Wash., D.C., and is crossed at several places along the G.W. Memorial Parkway. Right-of-way in Maryland appears on the following tax maps: GN 341, GM 343, GM 563, GM 562, GM 561, HM 121, and HM 122.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

Washington, D.C.

STATE

COUNTY

Maryland

Montgomery County

11 FORM PREPARED BY

NAME / TITLE

Frances Jones

ORGANIZATION

Sugarloaf Regional Trails

DATE

July 1979

STREET & NUMBER

Box 87

TELEPHONE

926-4510

CITY OR TOWN

Dickerson

STATE

Maryland 20753

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

MAJOR BIBLIOGRAPHICAL REFERENCES

1. William J. Ellenberger, "History of the Streetcar Lines of Montgomery County," in Montgomery County Story, May 1972. (In Montgomery County Historical Society.)
2. Leroy O. King, One Hundred Years of Capital Traction; the Story of Streetcars in the Nation's Capital, Taylor Pub., 1972.
3. James N. Wallace, "History of the Maryland Line of the Washington Railway and Electric Co." 1929. (Montgomery County Public Library, Rockville.)

NOTE: Ray Russell, Planning Office, METRO, wrote a history of D.C.'s street railway system which is available from Robert Sauer in the METRO Library, 600 5th St., N.W., Washington, D.C.

BRIDGES ALONG CABIN JOHN RIGHT-OF-WAY*

BRIDGE #	LOCATION	INDEX REF.	COMMENTS
1	vic. of 39th St. & Prospect Ave.	1 GF	Presumed demolished.
2	MacArthur Blvd. & 44th St.	1 GF	Trestle bridge.
3	Clark Place west of Foxhall Rd.	2 GF	
4	vic. Potomac Ave. & W St. at Reservoir Rd.	5 GF, 6 GF	Steel deck truss; Accessible; In poor condition.
5	vic. Potomac Ave. & Ashby Place	6 GF, 7 GF	
6 (old bridge) 6 (new bridge)	vic. Sherrier Place & Weaver Place	9 GF	Plate girder truss with stone & concrete abutments. Fair condition; Accessible.
7	vic. Broad St. & 1st St. in Brookmont	12 GF	Demolished; on U.S. Govt. property
8	vic. Walhonding Rd. & Sycamore Island	16 GF	Trestle bridge; not accessible; in poor condition.
9	Glen Echo Park	17 GF	Trestle bridge; not accessible
10	End of Wilson Lane	No. Ref.	Trestle bridge; Accessible; in fair condition

* Prepared by Frances Jones from attached annotated tax maps & survey plats.

1608784705
M#35-31

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Brookmont, Md. & Trolley Right-of-Way

2 LOCATION

STREET & NUMBER

Broad & Maryland Aves.

CITY, TOWN

Brookmont

___ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY

- ☒ DISTRICT
☐ BUILDING(S)
☐ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

- ☐ PUBLIC
☒ PRIVATE
☐ BOTH
PUBLIC ACQUISITION
☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

- ☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☒ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

- ☐ AGRICULTURE
☐ COMMERCIAL
☐ EDUCATIONAL
☐ ENTERTAINMENT
☐ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☒ PARK
☒ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☐ OTHER:

4 OWNER OF PROPERTY

NAME

various private owners

Telephone #:

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Rockville

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

M.35-31

CONDITION

☒ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is an early 20th Century, suburban village located beside the C & O Canal near the District Line. Most of the earlier houses are square, Colonial Revival buildings, many with front porches. The old trolley car right-of-way runs through the community along Broad Street. Nearby, on McArthur Blvd., is Bonfield's Garage, a quaint local landmark housed in a ca. 1900, two-story frame building. It has been run as a Texaco gas station by the Bonfield family for almost fifty years. Also nearby is the Dalecarlia Reservoir, that receives water from Great Falls. The pipe that carries the water was built over 100 years ago and formed the Conduit Rd. (renamed McArthur Blvd. after WW II.)

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input checked="" type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 10-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This is an early 20th Century, suburban commuter community that sat along a trolley line. The land was apparently still vacant in 1894, when 70 acres forming the present area were owned by Stilson Hutchins. With the formation of the Conduit Rd. in the 1860's, resorts and various facilities began to attract city dwellers to these high bluffs overlooking the River and Canal.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- 1) Article re Bonfield's Garage in WASH. POST, (7/10/75).
- 2) Hopkins' 1894 Atlas.
- 3) King, LeRoy O. ONE-HUNDRED YEARS OF CAPITAL TRACTION, (D.C. Streetcar History) (1974)

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION _____

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE _____

COUNTY _____

STATE _____

COUNTY _____

11 FORM PREPARED BY

NAME / TITLE

Michael F. Dwyer, Senior Park Historian

ORGANIZATION

M-NCPPC

DATE

9/10/74

STREET & NUMBER

8787 Georgia Ave.

TELEPHONE

589-1480

CITY OR TOWN

Silver Spring

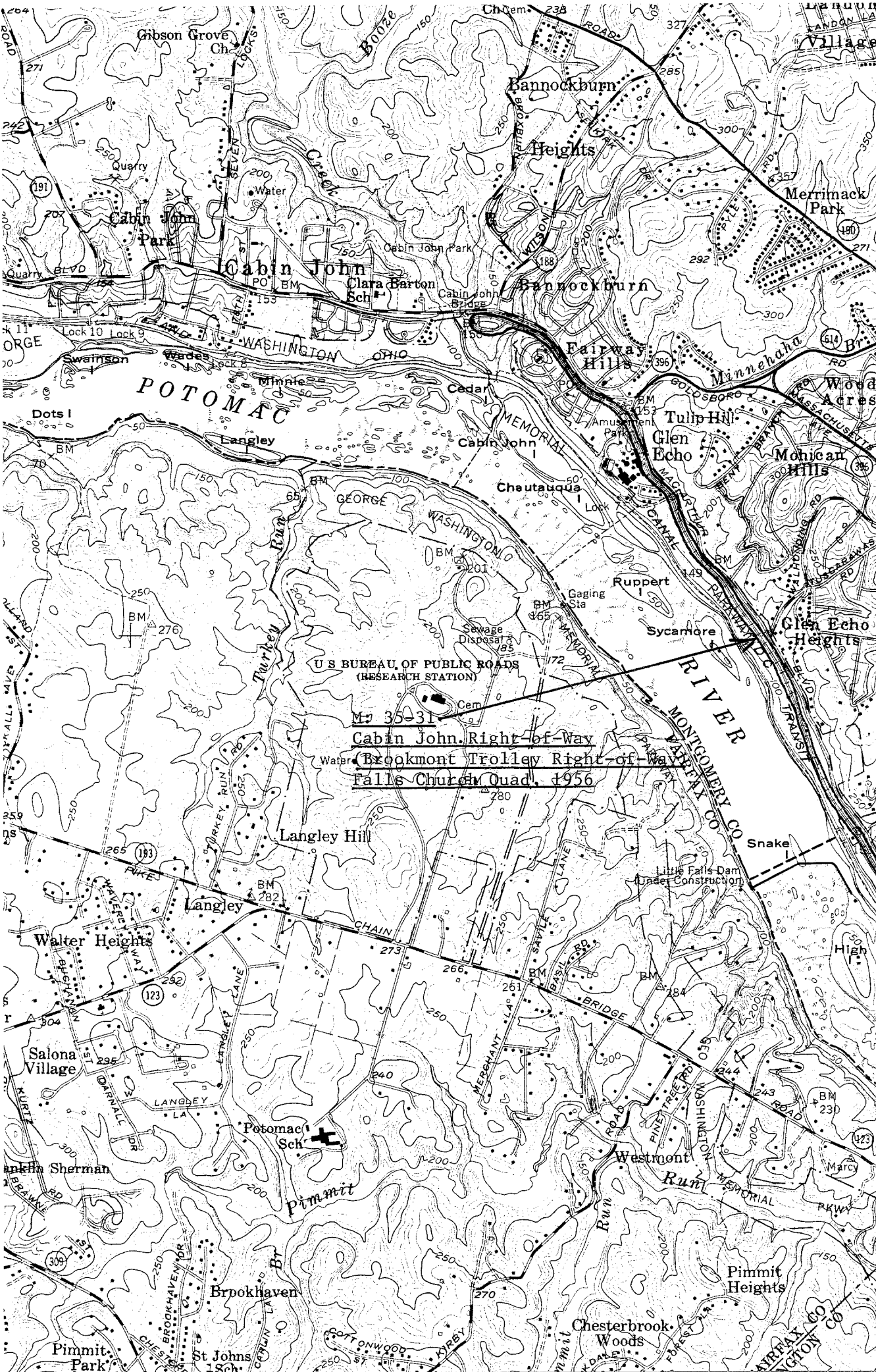
STATE

Maryland

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D.C. LINE 2.2 MI.
TENLEY CIRCLE, D.C. 3.2 MI.

WESTMORELAND CIRCLE 1.8 MI.
DUPONT CIRCLE, D.C. 6 MI.

57°30"

D.C. LINE 0.9 MI.
KEY BRIDGE, D.C. 4.6 MI.

(WASHINGTON WEST)

0.7 MI. TO VA. 120

SENECA 14.5 MI.
POTOMAC 5.5 MI.

GLEN ECHO 0.9 MI.

GREAT FALLS 9 MI.
GLEN ECHO 1.5 MI.

FAIRFAX 14 MI.
LANGLEY 2 MI.
(Falls Church)

U. S. 29 & 211





Cabin John Right of Way, Brookmont Subdivision.
Looking Northwest. Broad St. at Maryland Avenue.



Cabin John Right of Way, Brookmont Subdivision.
Looking Northwest from Southern end of Brookmont.



Cabin John Right of Way, Brookmont Subdivision.
Looking Southeast, Maryland Avenue/Broad Street.



Cabin John Right of Way, Southern end of Brookmont
Subdivision. Looking Southeast.



Electrical Facility - July 1979
Sherrier Place between Norton
and Newark, Washington, D.C.



Trestle Bridge across Minnehaha Branch,
Glen Echo - July 1979



#35-31

NAME	OLD TROLLEY RIGHT-OF-WAY
LOCATION	BROAD & MD AVES. BROOKMONT, MD
FACADE	NE
PHOTO TAKEN	9/10/74 MDWYER